3.14 INDIRECT IMPACTS OF FUTURE DEVELOPMENT

3.14.1 Introduction

Indirect effects (or secondary impacts) are those impacts caused by a project that may occur either later in time or at some distance from the project site but are still reasonably foreseeable (CEQA Guidelines 15358; 40 C.F.R. § 1508.8(b)), and must be included in the environmental impact analysis.

Alternative 1 of the Proposed Action, if approved, would result in construction of two new land areas within the Port that would be available to be developed for some future use: an 8-acre area at the former Southwest Marine Terminal at Berths 243-245 and a 5-acre area at the Northwest Slip. Because development of these future uses would not be able to occur without construction of the land areas under Alternative 1 of the Proposed Action, environmental impacts of this future development would be indirectly related to the Proposed Action and are therefore considered in this section.

Alternative 2 of the Proposed Action would not result in the creation of any new land areas that would be available for future development. Therefore, no indirect impacts would occur.

3.14.2 Berths 243-245

Implementation of Alternative 1 of the Proposed Action would result in construction of a new 8-acre land area at Berths 243-245. The entire 8-acre fill site would be covered with approximately 0.180 mcy of dredge material placed surcharge for a period of time (likely several years) to promote densification of deposited dredge material. After geotechnical testing has determined that the sediments within the new land area have been adequately condensed, the site would be available for development under a future action which would be subject to a future discretionary action and CEQA and/or NEPA analysis.

A reasonably foreseeable use for the new land area proposed at Berths 243-245 has not been identified. Throughout the preparation process of this Draft SEIS/SEIR (November 2004 through June 2008), the Port and USACE have considered multiple future uses for the 8-acre land area as well as the adjacent 20-acre parcel, including a future break-bulk terminal and relocation of the fishing operations at Fish Harbor. However, due to various uncertainties about the current need for either of these (or any other) uses, any impact analysis of a reasonably foreseeable use included in this SEIS/SEIR would be speculative. As such, future development of this area would be subject to a future discretionary action and CEQA and/or NEPA analysis when a use is identified. However, because development of any future use at the new 8-acre land area at Berths

243-245 would be related to the Proposed Action, an overview of the types of environmental impacts that may occur as a result of a future action at this site has been included below.

The following analysis evaluates potential impacts related to future development of the Berths 243-245 disposal site. Although a specific use is not reasonably foreseeable at this time, this analysis attempts to describe foreseeable impacts, should development occur. The Berths 243-245 site is zoned QM3 for qualified heavy industrial use and M3 for heavy industrial use. Therefore, it is reasonable to assume that a new land area at this location would likely be developed with a compatible use, such as, but not limited to, one of the following: a container facility, break-bulk terminal, ship repair or construction, container storage, or other industrial use.

3.14.2.1 Aesthetics and Visual Resources

The project site is currently vacant and consists of two open water slips and wharves. Large cranes, warehouses, and other buildings, facilities, and heavy equipment related to large commercial vessels and shipping are visible adjacent to the site and in the surrounding area. The overall visual quality of the site and the surrounding area is currently considered low due to the dominance of heavy industrial/shipping features. Any future development would likely be similar to the existing surrounding development and would be unlikely to result in substantial changes or degradation of the existing visual quality during construction and operation. Impacts would be less than significant.

3.14.2.2 Air Quality

Any future development of the Berths 243-245 site could cause impacts to air quality during construction. Future development of the site, which would reasonably be expected to include the removal of surcharge material, grading, paving, and construction of new cranes or buildings, would require heavy construction equipment that would temporarily increase the amount of air emissions within the Port, which would likely result in significant impacts. If this occurs, mitigation measures that are consistent with South Coast Air Quality Management District (SCAQMD) guidelines and thresholds would be required to reduce potential impacts.

3.14.2.3 Biological Resources

Important foraging areas for special status species are not known to currently exist at the Berths 243-245 site. Additionally, because the site would be covered with surcharge dredge material, it would not be considered for State, federal, or local designation as a natural habitat, special aquatic site, or plant community. Therefore, future development of an industrial use at this location is not expected to result in a substantial reduction or alteration of State-, federally-, or

locally-designated natural habitat, special aquatic site, or plant community. No known terrestrial wildlife or aquatic species migration corridors are present in the site area.

Future development would not disrupt local biological communities. Effects of potential turbidity, noise and vibration, and equipment presence during construction would temporarily affect plankton, fish, and marine birds that possibly use the area. However, this action would have a short duration and is not expected to substantially degrade local biological communities, should it occur. Impacts to biological resources from future development during construction and operation are anticipated to be less than significant.

3.14.2.4 Cultural Resources

Upon completion of the Proposed Action, the Berths 243-245 site would consist of an 8-acre upland area that would be covered with surcharge to an elevation of approximately +30 feet MLLW. No historic resources that are currently eligible for listing on the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or for designation as City of Los Angeles Historical-Cultural Monuments, either individually or as part of an existing historic district, would be present on the completed CDF at Berths 243-245. The 8-acre site would be constructed entirely of dredged material and therefore, any future development that may occur on this site would not likely disturb, damage, or degrade paleontological or prehistoric cultural resources. Construction impacts to cultural resources related to future development are not anticipated.

3.14.2.5 Geology

Future development of the Berths 243-245 site may be subject to impacts from geologic hazards. Strong ground motion at the site would have the potential to result in damage to the containment structure (CDF) that would be built as part of the Channel Deepening Project. As future development may occur on top of the CDF, strong ground motion would have the potential to result in damage to such development. Ground shaking-related impacts would be reduced by complying with applicable regulatory standards during and after the design phase of any future development. Additionally, subsidence and expansive soil-related impacts would occur over an extended period of time but are not expected to affect future development during construction activities. Final design of any future use would include performance of a site specific geotechnical report to investigate the potential for recommend mitigation of any potential geologic or soil hazard issues at the site. Therefore impacts would be less than significant.

3.14.2.6 Ground Transportation/Circulation

The Berths 243-245 site is not located within immediate proximity to a road right-of-way. Future development of the site is not anticipated to require the closure of roadways during construction or operation. Any future development of the site would be expected to follow the guidelines and thresholds of significance provided by the Los Angeles Department of Transportation during both construction and operation. However, future development of this site would have the potential to result in impacts associated with increased traffic on the surrounding roadway system. Such impacts would be highly dependent on the type of use that would be developed for the site and whether that use would result in large numbers of workers commuting to the site during peak transportation hours, as well as whether the future use would require substantial truck traffic for equipment deliveries or shipping of materials (products unloaded from ships, manufactured or packaged onsite). If such activities resulted in substantially increased vehicle trips on area roadways during peak travel a.m. or p.m. travel hours, mitigation measures such as restricting timing of construction hours, construction-related deliveries, carpooling requirements, or physical improvements to roadways or traffic control systems would be recommended to reduce project-related impacts to a less than significant level.

3.14.2.7 Hazards and Hazardous Materials

It is not known whether future development of the Berths 243-245 site would involve the transport or use of hazardous materials. However, construction and operation activities would be conducted using Best Management Practices in accordance with City guidelines, as detailed in the Development Best Management Practices Handbook (City of Los Angeles, 2002). Project plans and specifications would be reviewed by the Los Angeles Fire Department for conformance to the Los Angeles Municipal Code. In addition, construction and operation would be required to comply with all existing hazardous waste laws and regulations.

The Berths 243-245 site is located within the non-hazardous designation of the Port of Los Angeles Plan (POLA Plan), which prohibits Port facilities and/or operations that include the handling or storage of hazardous cargoes in bulk, as defined in the Port's Risk Management Plan (City of Los Angeles, 1982). Compliance with these laws and regulations would ensure that potential hazardous materials' use, storage, transportation, and handling would occur in an acceptable manner during construction and operation. Potential hazards and hazardous materials impacts associated with future development are anticipated to be less than significant during both construction and operation.

3.14.2.8 Land Use

The Berths 243-245 disposal site is located within the Port of Los Angeles Master Plan (Port Master Plan), which defines nine Development Areas. The site is located within the Port's Development Area 7 and is designated as "Industrial" (POLA, 2002). Development Area 7 allows the following land uses: General Cargo, Liquid Bulk, Dry Bulk, Commercial Fishing, Institutional, Industrial, and Other.

The POLA Plan addresses the same nine Development Areas and identifies the same land use designations identified in the Port Master Plan. The site is identified as "General/Bulk Cargo" and "Commercial/Industrial (Non-Hazardous)" in the POLA Plan.

Future development of the site would be required to comply with the land use designations and related regulations and guidelines under both plans. Land uses surrounding the site are primarily dedicated to commercial shipping and industrial uses. The site is not located in close proximity to an existing neighborhood or community. Therefore future development is not expected to substantially affect the project site, its surrounding areas, an existing neighborhood, or community. Impacts would be less than significant.

3.14.2.9 Marine Transportation

Future development of the Berths 243-245 site may result in impacts to vessel traffic and safety. Such impacts would be highly dependent on the type of use that would be developed and whether that use would result in a substantial increase of vessel traffic within the Main Channel or Outer Harbor. Any future action would be required to comply with all applicable rules and regulations, including but not limited to the following: Captain of the Port Public Notice No. 02-001 vessel traffic procedures, a United State Coast Guard Anchorage Waiver Permit, flagging, identification policies, and hours of operation, which are currently required by all contracts with the Los Angeles Harbor Department (LAHD). Compliance with these rules and regulations would ensure that potential impacts to vessel traffic and safety are less than significant during construction and operation.

3.14.2.10 Noise

Noise sources in the site vicinity include ship operations in the Main Channel and Fish Harbor areas. The closest sensitive receptor to the site is Fire Station No. 111, located approximately 500 to 800 feet east of the site. Future construction activities at the Berths 243-245 site would likely require mitigation similar to those required for the Proposed Action, such as construction of a noise barrier, use of muffled equipment, placement of equipment away from sensitive receptors,

and restricted hours of construction. Operation of future development would be required to comply with the noise guidelines of the city of Los Angeles during construction and operation.

3.14.2.11 Recreation

Although it is unknown at this time as to where the labor force for any future development would come from, it is unlikely that substantial numbers of workers would come from outside the greater Los Angeles area labor force during construction and operation of future development. The area's net population or the demand for parks and recreational facilities is not anticipated to increase. In addition, future development is not expected to result in the loss or diminished quality of recreational opportunities, facilities, or resources. Impacts to recreation from future development during construction and operation are anticipated to be less than significant.

3.14.2.12 Utilities

The area surrounding the Berths 243-245 site is currently vacant. Future development of an industrial use on the 8-acre landfill that would be created as a result of the Proposed Action would likely result in increased demand for water, electricity, wastewater, and solid waste services. The amount of such demand would be highly dependent upon the selected future use of the site and would vary greatly depending on the use. Utilities services demand for any new use would be analyzed against the capacity at the time of construction. If determined to result in significant impacts, a future development project at this site would require mitigation to provide adequate services such that significant impacts would not occur.

3.14.2.13 Water Quality, Sediments, and Oceanography

Water quality may be affected by pollution discharge or contamination resulting from future development of the Berths 243-245 site. Future industrial use of this site would be required to comply with applicable construction and water quality regulations. Compliance with existing regulatory requirements would be adequate to prevent discharges that violate standards defined in the applicable National Pollutant Discharge Elimination System permit or Water Quality Control Plan for the receiving water body. Impacts to water quality, sediments, and oceanography from future development during construction and operation are anticipated to be less than significant.

3.14.3 Northwest Slip

Alternative 1 would result in construction of a new 5-acre land area at the Northwest Slip. If Alternative 1 is approved and constructed, the new 5-acre land area at this site would be developed in the future to realign the wharf roadway at Berths 136-139 as part of Phase I of the

Berth 136-147 Container Terminal Project. The realigned wharf roadway would facilitate safer and more efficient truck and equipment movement. Both development of the five acres of new land as backlands and operation of the five acres in conjunction with the rest of the Berth 136-147 Terminal have been assessed in the Berth 136-147 [TraPac] Container Terminal Project EIS/EIR.

Development and operation of the five acres would not allow for any increases in throughput at the terminal because the five acres would be used to improve vehicle access to the wharf area not for additional container storage. There is an immediate need to improve the wharf roadway configuration at Berths 136-139 at the TraPac terminal. The current configuration requires trucks and other container movement equipment to make a 180-degree turn to access the wharf area, which increases risks to worker and vehicle safety as well as traffic and truck maneuvering delays. The additional area would also allow additional wheeled operations to occur for container movement instead of the less efficient Rubber Tired Gantry (RTG) operation.

The Berth 136-147 terminal is “berth limited", meaning that the terminal capacity is controlled by the ability to bring cargo over the wharf (e.g., the number and size of ships that can be accommodated.) As a result, addition of more land would not result in an increase to the terminal's maximum capacity. Because there would be no increases in throughput, operation of the five acres in conjunction with the entire Berth 136-147 terminal, would not result in any environmental impacts as compared to the terminal without the five acres (Section 2.4.2.1 and Appendix I of the Berth 136-147 Container Terminal Project EIS/EIR), however, environmental impacts associated with construction activities required to develop the five acre fill into a realigned roadway would be indirectly related to the Proposed Action. Alternative 1 of the Proposed Action would therefore incrementally contribute to the less than significant, less than significant after mitigation, and significant and unavoidable impacts identified for the Berth 136-147 Container Terminal Project presented below in Table 3.14-1.

Table 3.14-1 Summary of Impacts Related to Future Development of the Northwest Slip

Issue Area	Impact	Significance
Aesthetics/Visual Resources	AES-1: The proposed Project would not adversely affect a scenic vista.	Less than Significant Impact
	AES-2: The proposed Project would not adversely affect scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within [view from] a state scenic highway.	No Impact
	AES-3: The proposed Project would not adversely affect the existing visual character or quality of a site and its surroundings.	Less than Significant Impact
	AES-4: The proposed Project would not result in a new source of light or glare that would adversely affect day or nighttime views in the area.	No Impact
	AES-5: The proposed Project would result in no shadow effects on nearby shadow-sensitive land uses.	No Impact
	AES-6: The proposed Project would result in less than significant impacts: there would be no inconsistency with applicable rules and regulations.	Less than Significant Impact
Air Quality and Meteorology	AQ-1: Proposed Project construction would produce emissions that would exceed SCAQMD emission significance thresholds.	Significant and Unavoidable Impact
	AQ-2: Proposed Project construction would result in offsite ambient air pollutant concentrations that would exceed a SCAQMD threshold of significance.	Significant and Unavoidable Impact
	AQ-5: The proposed Project would not create objectionable odors at the nearest sensitive receptor.	Less than Significant Impact
	AQ-6: The proposed Project would expose receptors to significant levels of toxic air contaminants (TACs).	Less than Significant Impact After Mitigation
	AQ-7: The proposed Project would not conflict with or obstruct implementation of an applicable AQMP.	Less than Significant Impact
	AQ-8: The proposed Project would produce Green House Gas (GHG) emissions that would exceed CEQA and NEPA 2003 baseline levels.	Significant and Unavoidable Impact
Biological Resources	BIO-1a: Construction activities would not cause a loss of individuals or habitat of a state- or federally-listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	Less than Significant Impact
	BIO-1b: Operations would not cause a loss of individuals or habitat for a state- or federally-listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or the loss of federally listed critical habitat.	Less than Significant Impact
	BIO-2a: Construction activities would result in a substantial reduction or alteration of state-, federally-, or locally-designated natural habitat, special aquatic site, or plant community, including wetlands.	Less than Significant Impact After Mitigation
	BIO-3a: Construction activities would not interfere with wildlife movement/migration corridors.	No Impact
Cultural Resources	CR-1: Construction of the proposed Project has an extremely low potential to disturb, damage, or degrade unknown archaeological and ethnographic cultural resources.	Less than Significant Impact
	CR-2: Construction of the proposed Project would not impact any potentially significant historic architectural resources.	No Impact

Issue Area	Impact	Significance
Geology	GEO-1a: Seismic activity along the Palos Verdes Fault Zone, or other regional faults, could produce fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure that would expose people and structures to substantial risk during the construction period (through 2025).	Significant and Unavoidable Impact
	GEO-1b: Seismic activity along the Palos Verdes Fault Zone, or other regional faults, could produce fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure that would expose people and structures to substantial risk during the operations period (through 2038).	Significant and Unavoidable Impact
	GEO-2a: Construction on the proposed Project within the Port area would expose people and structures to substantial risk involving tsunamis or seiches.	Significant and Unavoidable Impact
	GEO-3a: Construction of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from subsidence/soil settlement.	Less than Significant Impact
	GEO-4a: Construction of the proposed Project would not result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury from soil expansion.	Less than Significant Impact
	GEO-5a: Construction of the proposed Project would not result in or expose people or property to a substantial risk of landslides or mudslides.	No Impact
	GEO-6a: Shallow groundwater, which would cause unstable collapsible soils, may be encountered during excavation, but would not expose people or structures to substantial risk.	Less than Significant Impact
	GEO-6b: Collapsible soils would have no impact on proposed Project operations and would not expose people or structures to substantial risk.	No Impact
	GEO-7a: Construction of the proposed Project would not result in one or more distinct and prominent geologic or topographic features being destroyed, permanently covered, or materially and adversely modified.	No Impact
	GEO-8a: Although the northern portion of the proposed Project site is underlain by the Wilmington Oil Field, construction of the proposed Project would not result in the permanent loss of availability of any mineral resource of regional, statewide, or local significance.	Less than Significant Impact
	GEO-8b: Although the northern portion of the proposed Project site is underlain by the Wilmington Oil Field, operation of the proposed Project would not result in the permanent loss of availability of any mineral resource of regional, statewide, or local significance.	Less than Significant Impact
Groundwater and Soils	GW-1a: Construction activities may encounter toxic substances or other contaminants associated with historical uses of the Port, resulting in short-term exposure (duration of construction) to construction /operations personnel and/or long-term exposure to future site occupants.	Less than Significant Impact After Mitigation
	GW-2a: Proposed project construction would potentially result in expansion of the area affected by contaminants.	Less than Significant Impact After Mitigation
	GW-3a: Proposed Project construction would not result in a change to potable water levels.	No Impact
	GW-4a: Proposed Project construction would not result in a demonstrable and sustained reduction in potable groundwater recharge capacity.	No Impact
	GW-5a: Proposed Project construction would not result in violation of regulatory water quality standards at an existing production well.	No Impact

Issue Area	Impact	Significance
Hazards and Hazardous Materials	RISK-1a: Phase I/II construction/demolition activities would not substantially increase the probable frequency and severity of consequences to people or property as a result of accidental release or explosion of a hazardous substance.	Less than Significant Impact
	RISK-2a: Phase I/II construction/demolition activities would not substantially increase the probable frequency and severity of consequences to people from exposure to health hazards.	Less than Significant Impact
	RISK-2b: Proposed Project operations would not substantially increase the probable frequency and severity of consequences to people or property from exposure to health hazards.	Less than Significant Impact
	RISK-3a: Phase I/II construction/demolition activities would not substantially interfere with an existing emergency response or evacuation plan or increase the risk of injury or death.	Less than Significant Impact
	RISK-4a: The proposed Project would comply with applicable regulations and policies guiding development within the Port.	Less than Significant Impact
	RISK-4b: The proposed Project would comply with applicable regulations and policies guiding development within the Port.	Less than Significant Impact
	RISK-5a: Tsunami-induced flooding would result in fuel releases from demolition/construction equipment or hazardous substances releases from containers, which in turn would result in risks to persons and/or the environment.	Less than Significant Impact
	RISK-6a: A potential terrorist attack would result in adverse consequences to areas near the proposed Project site during the construction period.	Less than Significant Impact
	RISK-6b: A potential terrorist attack would result in adverse consequences to areas near the proposed Project site during the operations period.	Less than Significant Impact
Land Use	LU-1: The proposed Project would be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site.	Less than Significant Impact
	LU-2: The proposed Project would be consistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.	Less than Significant Impact
	LU-3: The proposed Project would not disrupt, divide, or isolate existing neighborhoods, communities, or land uses.	Less than Significant Impact After Mitigation
	LU-4: The proposed Project would not cause secondary impacts to surrounding land uses.	Less than Significant Impact
Marine Transportation	VT-1a: Proposed Project construction-related marine traffic would potentially interfere with operation of designated vessel traffic lanes and impair the level of safety for vessels navigating the Main Channel, West Basin area, and/or precautionary areas.	Less than Significant Impact
Noise	NOI-1: Construction activities during Phase I and Phase II would temporarily and periodically generate noise, and noise levels during Phase I would substantially exceed existing ambient daytime noise levels at sensitive receivers near the new Pier A rail yard and along "C" Street during construction of the Buffer Area.	Less than Significant Impact After Mitigation
	NOI-2: Construction activities would not exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or at any time on Sunday.	No Impact
Transportation/ Circulation	TRANS-1: Construction would result in a short-term, temporary increase in truck and auto traffic.	Less than Significant Impact After Mitigation
	TRANS-3: An increase in on-site employees due to proposed Project operations would result in a less than significant increase in related public transit use.	Less than Significant Impact
	TRANS-5: Operations would cause an increase in rail activity, causing delays in regional traffic.	Significant and Unavoidable

Issue Area	Impact	Significance
		Impact
Utilities and Public Services	PS-1: The proposed Project would not increase the demand for additional law enforcement officers and/or facilities such that the USCG, LAPD, or Port Police would not be able to maintain an adequate level of service without additional facilities, the construction of which could cause significant environmental effects.	Less than Significant Impact
	PS-2: Development of the proposed Project would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.	Less than Significant Impact
	PS-3: The proposed Project would not result in a substantial increase in utility demands; however, construction and/or expansion of onsite water, wastewater, or storm drain lines would be required to support new terminal development.	Less than Significant Impact
	PS-4: The proposed Project would not generate substantial solid waste, water, and/or wastewater demands that would exceed the capacity of existing facilities in the proposed Project area.	Less than Significant Impact After Mitigation (for Solid Waste)
	PS-5: Implementation of the proposed Project would generate minor increases in energy demands; however, construction of new offsite energy supply facilities and distribution infrastructure would not be required to support proposed Project activities.	Less than Significant Impact
	PS-6: The proposed Project would not result in a loss or diminished quality of recreational, educational, or visitor-oriented opportunities, facilities, or resources in the proposed Project area.	Less than Significant Impact
Water Quality, Sediments, and Oceanography	WQ-1a: Wharf demolition and construction activities could create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in harbor waters.	Less than Significant Impact
	WQ-1b: Runoff from backland development/redevelopment could create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in harbor waters.	Less than Significant Impact
	WQ-1c: Fill, development, and wharf extension in the Northwest Slip could create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in harbor waters.	Less than Significant Impact
	WQ-1d: Accidents during construction could create pollution, contamination, or a nuisance as defined in Section 13050 of the CWC or cause regulatory standards to be violated in harbor waters.	Less than Significant Impact
	WQ-2a: Proposed Project construction would not result in increased flooding, which would have the potential to harm people or damage property or sensitive biological resources.	Less than Significant Impact
	WQ-3a: Construction activities would not result in a permanent adverse change in movement of surface water in the Harbor.	Less than Significant Impact
	WQ-4a: Construction activities have the potential to accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site.	Less than Significant Impact